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AROUND THE LAKES.

CLEVELAND.

The Oconto will have a new Ætna shaking grate.

The tugs C. E. Bolton, and Mary Virginia passed inspection on Tuesday.

J. A. Beidler & Co. have placed an electric light on one of their coal derricks.

The life savers had some trouble Tuesday with the yachts anchored behind the station.

Captain John Archer, formerly of Milwaukee, has taken command of the tug C. E. Bolton.

The experiment of shipping grain in bags is being tried, prompted by extortionate charges of elevators.

The tug Castle had a shaft straightened and some slight repairs at the Globe drydock, and the tow barge Rutter had a leak stopped.

The Anchor liner, Conemaugh, on entering the river Tuesday to coal up, stuck on the bar but was pulled off in half an hour by the tug Gates, with the assistance of her own wheel.

A raft containing about 3,000,000 feet, in tow of the tugs Mocking Bird and Torrent, broke up off Vermillion. The raft was taken at Black River, Mich., and consigned to the Cleveland Sawmill Co.

The Selah Chamberlain, Captain Bowen, of Lorain, had her boiler tested by the inspectors at this port, her horse power by the tug Dreadnaught and her speed by the tug Mary Virginia. The Dreadnaught stuck up a new broom.

The steamer Keweenaw, which has been completely overhauled and repaired, will be at this port on Friday, to ply with excursion parties between Cleveland and Buffalo. She made a trial trip from Detroit to Lake St. Clair on Saturday with invited guests aboard. The Cleveland Forwarding Co., No. 1 Superior street, are the agents at this port, who will inaugurate the Keweenaw's service by extending invitations to the members of the city council, the board of trade and the press for an excursion on Friday, the 13th instant, at 7:30 p. m., returning at 10 p. m.

The propeller Egyptian, Captain J. B. Lyon, cleared for Buffalo on Monday night, but when off Fairport encountered such a heavy sea that she returned to this port. She will load hard coal at Buffalo for Duluth at 85c and will tow the schooner Pelican with railroad iron to Port Arthur. She will leave the Pelican at L'Anse for iron ore and go herself to Marquette for ore on return. There has been a fair amount of back freight for vessels trading to Port Arthur during the last two weeks. The freight has consisted chiefly of wheat and flour, but will not hold out long against the tonnage reaching Port Arthur.

The heavy winds which prevailed on the lakes Monday and Monday night obliged all craft to seek shelter at the most convenient place. Sailor men report that the wind in connection with the rain and fog made it one of the most disagreeable nights that they have ever experienced. No serious mishaps have come to hand however, and it is to be hoped that there were none. The steambarge Sarah E. Sheldon with her consort, the schooner S. P. Ely bound for Erie suffered some inconvenience, the Sheldon putting into this port with the pumps manned. On entering the river she touched the east pier, doing no damage, however. She left her consort at anchor outside.

The fine steam yacht Mary Lily, owned and built by Captain G. B. Hill of Detroit, arrived here Tuesday with a party of pleasure seekers. They say Put-in-Bay docks were injured by the storm on Monday.

The charters reported yesterday were the schooner F. L. Danforth, coal, from Ashtabula to Superior City, 80c; schooner F. A. George, ore from Escanaba to Ashtabula, 90c; schooner Thomas P. Sheldon, coal, from Cleveland to Milwaukee, p. t.; schooner Samuel J. Tilden, coal, from Cleveland to Milwaukee, p. t.; steamer Iron Duke, ore, from Marquette to Ohio ports, $1.10; schooner Iron State, ore from Marquette to Ohio ports, $1.10; schooner C. C. Barnes, ore, from Escanaba to Cleveland, 90c; schooner D. G. Fort, pig iron, from St. Ignace to Erie, $1; steambarge J. E. Mills, coal, from Cleveland to Marine City, 40c. Ore rates continue steady at 90c from Escanaba to Cleveland or Ohio ports at 95c and from Marquette at $1.10. Coal rates are also unchanged, the private terms being understood, to mean no less than formerly.

Late charters include schooners Pensaukee and Angus Smith, coal, Cleveland to Chicago, 80c; propeller Iron Duke and consort, David Dows, ore, Marquette to Cleveland, $1.10; schooners Champion, ore, Escaba to Ohio ports, 90c; Pulaski, coal, Cleveland to Milwaukee, 75c; Rolla, coal, Ashtabula to Chicago. 80c; Lucerne, coal, Ashtabula to Chicago, 80c.

CHICAGO.

Special to the Marine Record.

A brisk gale from the northeast Monday and Tuesday brought in a large fleet of vessels, and there were but few departures. Many captains complain of the dense fog which spreads over the lake and gives them a very anxious time.

The schooner Mary L. Higgie, which arrived here on the night of the 4th, had been in collision with the schooner Duncan City the Monday previous, near the entrance to Death's Door, during a dense fog. The Higgie lost her jibboom, bowsprit and headgear. The Duncan City had her side stove in forward and a portion of her rigging carried away.

The propeller J. L. Hurd went into the Chicago Drydock Co.'s dock for a new wheel; steambarge City of New York got her stern bearing fixed; the schooner Belle Brown has a new jibboom; schooner M. L. Higgie a new bowsprit, jibboom, spritsail yard and dolphin striker; the scow Planet a new jibboom; schooner Wm. Jones a new cathead; schooner Ada Medora a new mizzen boom.

The tug Protection, of the Vessel Owners' tug line is in the Vessel Owners' drydock for a rebuild comprising some new keel, a new rudder some outside plank, new ceiling, plankshеer, stanchions, rail, deck frames. deck, pilot house and upper works. The canal boat Solar Star is getting new bows and stern frames and planking and her bottom and topsides calked, and a general overhauling; the steam canal boat Mohawk Belle is getting some new outside plank, her bottom and topside calked, and a new wheel.

The steambarge Albert Soper is in Miller Brothers' drydock for calking and is getting her rudder and stern bearing fixed; the sidewheel steamer Twilight to be converted into a propeller; the tugs O. B. Green and Babcock have been in for new wheels; the tug Brockway for a new rudder and stern bearing and calking.

Rosel Downer, the sub-marine diver, got the tug Protection off the beach at Saugatuck on the 3d, aided by the steamer A. B. Taylor. The tug was towed into the harbor at Saugatuck and had some holes patched up and a temporary rudder made, and on the morning of the 5th was taken in tow by the A. B. Taylor and arrived at this port about 11 p. m. When off the crib the tug Shields and some other tugs gave their old companion a hearty welcome with many blows from their whistles. The tug Van Schaick, of the Vessel Owners' tug line, to which the Protection belongs, took her in tow on arriving in the harbor, and she was taken to the Vessel Owners' drydock, where she will be rebuilt by O. Olcot, who built her.

The Anchor Line steamer Alaska, Captain M. Riley, arrived here on the 5th from Erie, her first trip to this port this season.

Harbormaster McCarthy, under instructions from Commissioner Creigier, ordered J. S. Kirk & Co., to cease driving piles on the river front in the rear of their soap factory. It appears that the firm, in order to increase their dock room, some time since began to drive piles about fifteen feet from the present end and about 200 feet down the river. Commissioner Criegier was informed of the encroachment, and at once ordered the work stopped, and will have the piling withdrawn if possible. Kirk & Co. obeyed the order of the harbormaster, but will probably appeal to the courts to prevent the city from pulling up the piles which have already been driven and also attempt to get permission to continue the work. For some years past the harbormasters have had to be constantly on the qui vive to prevent encroachments on the river channel by owners of dock property. This has been especially true in the south branch, where the river has already been encroached upon to such an extent as to make it almost impassable when there is a large fleet of vessels in port. The controversy which has been entered into with Kirk & Co. will in all probability, settle all questions in the future pertaining to this matter.

The disposition of Manierre's twenty-minute amendment to the bridge ordince by the Council Monday night was well received by persons interested in Chicago lake commerce. The amendment has been consigned to the oblivion of a file-rack, where it will probably be permitted to remain for a good many years to come, and the bridges will be turned just as they have been during the past two years. It would not make any material difference to the travel ashore if the bridge remained shut twenty minutes or ten minutes, because when it did open teamsters and pedestrians would raise just as much of a howl as ever if they couldn't get across. It appears now, though that another Alderman has arisen to combat the tugs and vessels in the person of Alderman Colvin, who purposes at the next meeting of the Council to introduce another amendment to the bridge ordinance, closing the bridges fifteen minutes instead of ten minutes.

There was a better demand for grain carriers Monday than any previous day for several weeks, but tonnage was unusually scarce. Freights were firm, vessels securing an advance of from ¼ to ⅜ cents per bushel. Rates were quoted strong at 1¾ cents on corn and 2 cents on wheat to Buffalo. The schooner David Stewart was charterd at 2⅛ cents on wheat. Some of the line boats took large quantities of grain for shipment when their boats are ready. The leading inquiry was for vessels to load wheat. T. W.

DETROIT.

Special to the Marine Record.

June 10—Business among the shipping at Detroit never presented a more gloomy aspect since the days of '59. Vessel owners not only look blue, but they feel blue, and it is of the genuine kind.

As I last informed you, the steamer Manitoba was floated and brought to Detroit for repairs, but there seems to be a difficulty existing between the underwriters and owners of the boat, as was the case with the steamer Spartan, which resulted in such loss of time and money to the parties immediately concerned. In this case the insurance claim that the owners want and demand to be recompensed for damages and loss of time since she went ashore until ready for sea again. It is a mixed affair any way. A survey is being held on the boat the result of which at this writing has not transpired.

Dean & Co., boat builders, foot of St. Aubin st. are building two sail yachts for Detroit parties, and have also orders for two handsome pleasure boats for Duluth, Minn., and three pleasure boats for Sault Ste. Marie. They have also an order for a steam yacht twenty-five feet long for Chas. P. Willard & Co., marine engine builders at Chicago. Mr. Willard will put in the machinery. Dean & Co., who have every facility for first class work and quick dispatch, built a steam yacht to go on Owen lake 40 feet long, 9 feet beam, and 4 feet deep, in just ten days.

The schooner Benedict, which it was feared would prove a total loss in Georgian Bay, has been rescued by the tug Admiral Porter, of Moffatt's line, and aside from the loss of fifty tons of coal, the vessel has sustained no great damage.

The steamer Keweenaw has been made ready for her new route between Cleveland and Buffalo and will reach your city before this appears in print. She gave an excursion on Saturday to a few specially invited guests, which was enjoyable to all on board.

The tug Winslow, a few days since, proceeded to Lake Superior to release schooner Three Brothers, stranded on Porcupine shoals, and accomplished her mission in a brief space of time. Most of the vessel's cargo will be a total loss.

This is the month favorable to rafting and a number of tugs have entered into the service. Five have, up to this writing, been safely transferred through to Lake Erie, aggregating nearly fifteen million feet of logs. Those made up on the west shore of Lake Huron average 3,000,000 feet each, while in Georgian Bay they are put together in lesser quantities, say from one and a half to two million feet. Those from Georgian Bay nearly all go to Tonawanda. Such of the tugs as are not engaged in rafting once in a while strike a bonanza in picking up a tow of vessels which they find becalmed and patiently waiting for a tug to hasten them on through the rivers. The tug Wilcox made a $600 strike, while the Champion, fortunately falling in with a larger number, had a tow bill of $924.

Freights are ruling better to-day by a quarter of a cent between Detroit and Buffalo on wheat than between Chicago and Buffalo. The schooner Rival was taken for wheat from this port to Buffalo to-day at 2½c, yet it is by no means a matter to boast of.

[*Continued on 4th page.*]

MARINE LAW.

THE BUILDING AND OWNERSHIP OF A VESSEL.

Prepared for the Marine Record.

A contract for building may be whatever the parties choose to make it. Thus, one who proposes to own a ship may propose to supply the builder with all requisite materials, the builder to do for him all the requisite labor. The ship would then never be the builder's, but would from the beginning belong to him for whom it is being built. Ships are not, however, often built in this way. The builder usually constructs the vessel for one of four purposes: Either to supply an order, or to execute a contract, which may be regarded as substantially the same thing, or to sell it to some person who may desire to buy it, or to own it himself. One important question has arisen about which the cases are not reconcilable. That is, when a ship is built upon a contract, at what time the ownership passes from the builder to the person for whom it is built. If a ship be built upon a contract and the price to be paid by installments, does each installment, when paid, purchase the fabric as it then exists, passing the property absolutely to the purchaser, subject only to the lien which the builder has for the purpose of finishing the ship? The cases on this subject were in much conflict. In the earlier English cases much reference is made to English statutes and usage as to builders' certificates and the grand bill of sale which do not exist in our own. We consider, however, that the law is now well settled, especially in this country, and by recent cases. If it be the intention of the parties that the builder should sell and the purchaser buy the ship before it is completed, and at different stages of its progress, and a bargain is made sufficiently expressive of this intention, there is no reason, whatever, in law why this intention should not be carried out. But no such intention would be implied from the mere fact that payment is to be made by installments, whether they are graduated merely on time, or on the state, or condition, or progress of the vessel. Nor would this implication arise from, or be greatly aided by, the employment by the purchaser of a superintendent. These facts might aid in identifying the structure, or sustaining an action for a breach of the contract, and they might bear on the amount of the damages, but they would not be sufficient to prove an actual sale and transfer of the property, by the payment on an installment so that after such payment, if the property were lost or destroyed, it would be the loss of the purchaser. At the same time it appears to be decided that payment of installments imposes upon the builder an obligation to finish and deliver under his contract the same identical vessel. The original bill of sale by which the builder transfers the ship to the purchaser, was fomerly called the grand bill of sale, and was distinguished from other or subsequent bills of sale. But this dinction is now done away with. The builder should deliver his certificate to the first owner and the owner give it to the collector, as required by the statute of registration. It is not essential that the contract for the building of a ship be in writing, but if it be in writing care should be used in the draughting of such contract that it express all the terms and conditions that are agreed upon, as parol evidence will not in general be admitted to vary or explain the meaning of a written instrument, unless changes have been made since the drawing of the written instrument, in which cases evidence will be received to prove the new contract. Formerly, builders of ships, as well as those who repaired, equipped or supplied them, were called material men, and this somewhat peculiar phrase has been in use as a term of the law merchant for some centuries. Now the phrase is confined in law, and certainly in practice, to those who repair, furnish supplies, or do any work about her necessary for her seaworthiness, or to complete her equipment. Material men have a lien upon the vessel for repairs made or supplies furnished, and as such are distinguished from a builder who builds and sells a ship, the builder having simply a vendor's lien, which will be destroyed by a transfer to an innocent purchaser for value and without notice of the lien.

COLLISION CASE.

Judge Blodgett recently overruled the the exceptions to the report of Commissioner Proudfoot in the collision case of the Singer & Talcott Stone Company against the tugs Triad and Albatross. The facts were that in September, 1883, about 8 p. m., the tug Triad having in tow the schooner Advance was proceeding down the Chicago river between Lake and Wells street bridges, while the Albatross was going up the river, having in tow two canal boats abreast and one astern, all owned by the Singer & Talcott Stone Company. The Albatross went through the south or port draw of Wells street bridge and claims she whistled for the port side while in the draw or near it, and also claims that it was answered by the Triad with two whistles, signifying assent. The collision took place near the foot of Franklin street, the Triad striking the starboard canal boat on the starboard bow a glancing blow, doing considerable damage. The court held that the preponderance of proof showed that the Triad gave assent to the Albatross taking the port side, but still for some reason kept on that side, causing the collision. A decree was entered the Triad solely at fault, and the case was referred to the commissioner to ascertain the damages. Messrs. Schuyler & Kremer appeared for the Singer & Talcott Company, Mr. Condon for the Albatross, and W. L. Mitchell for the Triad.

IMPORTANT NOTICES.

The lights which mark the course to be taken by vessels entering the Sault Ste. Marie river from Lake Superior, were lighted for the first time last Wednesday, the following is the route for vessels boundd down: In coming in from Point Iroquois to Round Island there will appear the two first range lights, one red and the other bright, situated southeast of Round Island on the main land of the American side. Run on this range until two similar lights come in range opposite Point aux Pines on the American side. Run on this range until a bright light appears from behind a shade on Point aux Pines wharf, and then continue down to Big Point until government light comes in range. Continue on this range to the canal. In going up keep on the government range to Big Point and then steer for the light on Point aux Pines wharf. Continue around Point aux Pines lighthouse and then steer one point west of Round Island until the lights opposite Point aux Pines come in range. Continue until the lights southeast of Round Island came in range. Haul up on this range forPoint Iroquois. Before the establishing of these ranges it was impossible for vessels or steamers to reach the Sault Ste. Marie Canal after dark, and all boats arriving at night were forced to lay to for daylight. This caused a serious delay, which will now be entirely avoided.

The beacon at Fair Haven light station, Little Sodus Bay N. Y. has been moved to within twenty-seven feet of the outer end of the west pier, and that a post-light has been erected and exhibited on the inner end of the same pier. The characteristics of the outer beacon remain unchanged. Also, that the outer beacon at Big Sodus light station, N. Y., has been moved to within twenty feet of the outer end of the west pier. The characteristics of the light remain unchanged.

The structures from which are exhibited the pier-head lights at White river. Mich., Calumet (South Chicago,) Ill., and Sheboygan, Wis., have been moved out near to the ends of their piers.

The local inspectors of steam vessels have begun to distribute a circular among the owners of passenger steamboats which promises to create a good deal of discontent, if not actual revolt. The circular is from the supervising inspectors, and instructs the masters and owners of steam vessels to allow no person in the wheel house but some officer of the vessel or some member of the crew on business while she is in motion. Particular stress is laid on the sentence which forbids passengers from entering this important apartment. On all well regulated steamboats this order is unnecessary, because the managers or captains have already provided for the defect, but a great many vessels need to have it strictly enforced during the summer months. A great many collisions have been caused by persons detracting the attention of the wheelsmen from their duty, and the frames of many a steamboat are now rotting on hidden reefs for the same cause. The greatest trouble, however, has been on the inland rivers, where disasters from this and other similar causes have been alarmingly frequent. It appears, though, that the order has met with disfavor and indignation at the hands of the river "skippers," and they are now preparing to hold an indignation meeting to have it withdrawn. It is a wise order, because it relieves the owners of steam craft from a good deal of painful embarrassment which they might feel if they were compelled to enforce an obnoxious personal order.

Vesselmen, and especially owners and masters, are vigorously fighting the latest rule of the Treasury Department regulation the blowing of steam whistles during fogs. The rule says that all steam vessels towing sail or other craft in a fog shall sound her whistle three times at intervals not exceeding one minute. They claim that this rule places a vast amount of work on the shoulders of the officers of vessels which could easily be avoided by the substitution of a regulation mocking bird whistle, to be used only in cases of fog. They have petitioned the Board of Supervising Inspectors to draft a rule abolishing the one now in force, and providing for the substitution mocking bird whistles. The latter give forth a peculiar, monotonous sound which is distinguishable from all others because it is the most abominable. It is doubtful if this kind of whistle will be adopted by the board, because the objections to it are too open and palpable to be overlooked. In the first place every steam vessel on the lakes would have to be provided with one, because the emergency is liable to arise at any time when steam vessels of all kinds will have to pick up and tow disabled craft in fogs. All vessel owners may not be willing to provide their craft with these nosy appendages.—*Inter Ocean.*

SAFE SEA GOING SHIPS.

The time has now come that the world should know whether ships are a work of science or not. The recent horrible disasters in connection with the thousands that have gone before afford the most ample evidence to base doubts upon, of the truth that ships as now built are from the dictates of science. We have no explanations from experts who build our ships of objects to be attained from their form and construction. In cases such as the recent disasters no experts ever comment on them through the public press, the comments that are made are from outside parties and are only conjectures, opinions and judgments. At this time what reading matter can come before the public more interesting than principles which will and do build a perfectly safe sea going ship. The time has now come, if proper steps are taken, to cause this to be done, it is no longer an experiment to be tried, principles to do this great work do exist in the known sciences now taught in our schools, the theory has now been fully tested practically that proves that a ship can be built that the forces of the ocean can never destroy, and that no collision can sink. In fact, all the life essentials and points of economy, comfort, etc., are at their acme in this theory. Rightly located buoyancy is the great fundament. That buoyancy is the life of the vessel no man can dispute, that wrongly located it has been the cause of destroying more vessels than any other, is also a point that cannot be disputed; that a vessel can not have too much buoyancy is another point which no man can dispute, as they are all maxims. There is a common sense in all things and that is, in being right in all; things which prove not right, are unscientific. This is the real solution of the problem of why there are so many horrible losses on the ocean, the form and construction of the vessel are unscientific and no one as yet has made them subservient to science. A vessel's buoyancy, with all of her parts duly proportioned for strength to receive it, and located as science would dictate, is her only salvation in bad times, such as heavy gales, being driven on shore, or in collision. When all submit to the dictates of science, then vessels will be safe, but so long a judgment and opinion rule them we may look for disasters. Judgment is largely expended in fancy (looks), science has nothing to do with looks, she deals only in cause and effect. A ship, the State of Florida, sinks in an instant of time, by a collision. The question comes up, "What was the cause?" The cause is evident, her buoyancy was destroyed. It is a truism that constructors of vessels should know the proper "bearings" (the bearings are her buoyancy.) It is also true that they should know the proper "balances" to sustain and hold up, and keep a vessel afloat in any position that she may be placed in by the motions and forces of the ocean or by collision, this, they claim to know and call their craft a science (naval architecture.) Unfortunately for the world there is no one to question them. This great fraud is out of the reach of the law. That it is a fraud the City of Columbus, the Daniel Steinmann and the now State of Florida speak with trumpet tones. These three vessels were swept out of existence as a candle would be blown out, in an instant, as untold thousands have been before.

The question now is, is there no remedy? The answer is simple and plain, call on science to look into and clear it up, so that the law makers and all educated men can understand it, then law will stand at the head and the constructors of vessels, the same as the constructors of boilers, bridges, or any other fabric that comes under the dictates of science. Such an assemblage as a convention of scientists to take into consideration the life essentials, propositions forms, staunchness, buoyancy, balances, and endurance necessary to construct a safe ship never has been held. On the contrary, the learned professors of our universities confide in the constructors, the same as all others. In my long life I have seen but one opinion on the matter in print. That came from a professor of science, and was at the time of the loss of the Great Western. An appeal was made through the public press to the professors of our schools, and the answer came from one of them and was published. It was that "Noah's Ark (giving the dimensions) was so long, so wide and so deep, and that after examining the best authorities and the most noted experts, he found that vessels having in them these dimensions, or the nearest to them proportionately, were the safest." This is all that science had to say on this matter, and all that it has said.

That this is a work for science no one can doubt, but that it has not as yet been adopted the horrible disasters of the ocean afford the most ample proof.

The works of science are always safe. The remedy for this great evil is to call together a convention of scientists with power to call before them the most noted experts and constructors and compel them to show how they apply known science (there is no other) to the construction and form of a ship, and all the objects attained by it, or, in other words, to compel them to take the affirmative of their assertion, that naval ardhitecture, as practiced, is a science; also to allow evidence to be taken in the negative. This will give the truth to the world, and is the only way that it can be known.—*Joseph W. Norcross, in Aquatic Magazine.*

THE CRUISE OF THE WHITE FISH.

"I read the account in the Sun the other day," said a well-known New York yachtsman, "about the proposed trip of Captain Wood, of Hammondsport, to be made in his yacht from the head of Seneca lake to Florida, via numerous rivers and lakes and the Atlantic ocean. The trip will be a novel one, but it is not the first one of the kind ever attempted. The late President J. Edgar Thompson, of the Pennsylvania railroad company, once told me of a trip made by his father. John Thompson, from Lake Erie to Philadelphia, that was rather more of a novelty than the one proposed by Captain Wood. Mr. Thompson was an agent of the HollandL and company, which had great interests in western Pennsylvania and New York. While in the discharge of his duties in 1793 Mr. Thompson was at Presque Isle, now the city of Erie, Pa. With one assistant and only such tools as are used in an engineering camp, he constructed a schooner which he named the White Fish. In that rude craft he started from Presque Isle for Philadelphia. He sailed down Lake Erie into Niagara river. With the help of six ox teams he had his boat taken overboard around Niagara falls and placed in the river below. Entering Lake Ontario, he sailed to where Oswego is now located. Through a small stream that led to Oneida lake he made his way to that lake. Passing through it, he had his vessel again taken by land, this time to the Mohawk river. Then he sailed to the Hudson, down the Hudson to the Atlantic, thence to Delaware bay, and up the bay to Philadelphia. The trip occupied three weeks, and was made without an accident of any kind. The little vessel was taken from the water at Philadelphia and placed in Independent square, where it remained until it was destroyed by time. That was the first time a vessel ever passed from Lake Erie to New York."

SUBMARINE ELECTRIC LAMP.

Recently, some very interesting experiments in submarine electric lighting were conducted on the Clyde, at Greenock, Scotland. The Tilly, a vessel built by Messrs. Hanna, Donald & Wilson for the fisheries at Batavia, has been fitted with machinery to supply current for a 15,000 candle power lamp, which it is intended to lower into the sea for a depth of ten fathoms or less, as the exigencies of the drift net fishing require. The whole of the electrical apparatus, as well as the gearing for raising and lowering the lamp, have been supplied by Messrs. Patterson & Cooper, the current being supplied by one of their No. 4 dynamo machines, coupled directly to a Gwynne high speed vertical engine, and running at 650 revolutions a minute. The lamp, which is inclosed in a flint glass cylinder 9½ inches diameter, is suspended from a davit over the vessel's side, and the two conductors consist of finely stranded copper cord inclosed in India rubber hose. These conductors pass over pulleys on the end of the davit, and the lamp is raised or lowered by a winch fitted to the bottom of the davit. The trial lasted for four hours, during which time the lamp was submerged, and kept a light with the full current of 60 amperes through it.—*Scientific American.*

The introduction of an amendment to the ordinance regulating the opening and closing of bridges in the city council Monday night has occasioned considerable unfavorable comment in marine circles. Under the present rule a bridge can be swung for ten minutes to admit the passage of vessels, when it must be closed for an equal period to accommodate land travel. The proposed amendment extends the period for keeping a bridge closed to twenty minutes, but the time it may be kept open is unchanged. Marine men claim that the adoption of this amendment will greatly injure their interests and the entire lake commerce of this port, as during the average fourteen hours' daylight vessels would be allowed but four hours' river navigation. A petition addressed to the Council remonstrates against the passage of the amendment.—*Chicago Tribune, June 5.*

NAUTICAL NOTES.

A petition is being circulated and largely signed among vessel men to have a lighthouse erected at Grosse Point shoal. A good lighthouse there would be very valuable to deep draught craft.

The scow used by the late Dr. MacEacham a part of last season for ferrying purposes, was recently purchased by Captain James Tufts, of Clay Banks, who will use it in connection with the tug Commodore Nutt. Four hundred and fifty dollars was the price paid.

The schooner H. B. Moore lost her jibboom through a collision with a vessel unloading lumber at the Bridewell Chicago. The Moor's entire headgear was also carried away, and she was delayed for several days on account of the accident. She was in tow of a tug at the time.

The Toledo and Saginaw Lumber Company took out papers for their new propeller Roy which was built at Marine City this season. Her capacity is as follows; length, 79 feet width of beam, 17 feet; depth of hold, 9 feet; tonnage, 50.49 tons. She will probably be used as a tow boat.

The two government dredges which have been at work at Oconto harbor, have been transferred here and began operations on Green Bay harbor, completing the work under the last appropriation. They will remove about 70,000 yards, giving a width to the channel of 200 feet and a depth of sixteen feet.

The marine hospital at Lake View has been made a lifeboat station. A boat has been stationed there at the order of Inspector Rogers, and in case of a shipwreck in the neighborhood it will be manned by sailors from the hospital. This was originally suggested by Inspector Newcomb, whom Lieutenant Rogers succeeded.

The tug Piper had the port side of her pilot house considerably damaged by the schooner Herschel. The vessel was in charge of the tug Menominee River, and while transferring the line from the latter to the Piper, the fluke of one of the Herschel's anchors came in contact with the tug's cabin and caused the damage. Repairs were forthwith made.

The propeller Joseph L. Hurd on the way to Chicago stopped at Traverse City long enough to unload a deck load of slate, which she took on at Huron Bay, Lake Superior. Quite a number of other vessels have also loaded this slate recently for ports on Lake Michigan and the lower lakes, and it promises in time to become quite a paying industry in lake commerce. The freight paid for its movement is considerably better than almost any other article nowadays.

The new tugboat of the Imperial Distilling Company, the Lucillia, is now almost ready for service, having been officially inspected on Thursday by the local inspectors at Chicago. It was originally intended to name the craft Imperial, but this intention has been changed, owing to the fact that the new owners of the old Imperial objected to paying the cost attendant on changing her name. The Lucillia, with her machinery in her, presents a handsome appearance.

The steambarge Edward Smith, Captain Alfred Mitchell, having in tow the barges Virginus, Crosthwaite, and John Hanaford, completed the trip from Buffalo to Oscoda and return in six days and six hours, which is the fastest round trip on record. All of the vessels were lumber laden; the Smith had on 682,440 feet, the Virginius 590,040 feet, the Crosthwaite 55,783 feet, and the Hanaford 460,000, an aggregate cargo of 2,283,273 feet. Captain Mitchell may well be proud of the feat.

The life saving station at Chicago is to be furnished with several catamarans of a late invention, which will be very serviceable for use in the event of accidents to small craft in and about the basin. They can be used also when there are heavy seas more readily and with less danger than larger craft. Their principal use, however, will be to send them, by means of hawsers, to stranded craft, when it is impossible to use the life car. The crew will be drilled in their use as soon as they are ready for service.

THE TUG INTERNATIONAL.

"She is serviceable, durabal, and her speed is about thirteen miles an hour," said Superintendent Colclough of the International bridge, as he entered the wheelhouse of the International. "She is built entirely of iron—even her cabin, decks, and wheelhouse. She takes the place of the old tug of the same name, and will be used for assisting tows of vessels down the channel and through the draw at the bridge. I think she is the only tug on the lakes entirely made of iron."

The International lay at the foot of Main street, brightly painted, with steam up, and was to leave in ten minutes for her destination at Black Rock. As reported in the Express the day she reached Buffalo, she was brought from her yard in Cleveland by Captain Byers, with Mr. John McMurray as engineer. Mr. J. C. Wallace, representing her builders, said to an Express reporter:

"The International was built by the Globe Shipbuilding Company of Cleveland. She has a high pressure engine 20x20 of fifty-horse power, and a seven-foot shell boiler thirteen feet long, both made by the Globe Iron Works. Her hull, cabin, and all other work was done by the Globe Shipbuilding Company. She is seventy-five feet over all, seventeen feet beam, and nine feet depth of hold. She draws about eight feet six inches aft and six feet six inches forward, and has capacity for twenty-eight tons coaling. Her screw averages 150 revolutions, and her speed on the run down from Cleveland was about twelve knots an hour. She cost about $15,000, and will last as long as the bridge. We had quite a rough sail down which proved her staunchness."

The tug is plainly but comfortable furnished, and has four berths in the cabin. Over the wheelhouse are two gilded hands clasped in friendship, and underneath three links, both devices signifying the union of interests between Canada and the United States, between which countries the International, like the bridge, will do service.

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SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breechng, good as new.
SECOND HAND MARINE ENGINE; double disect-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

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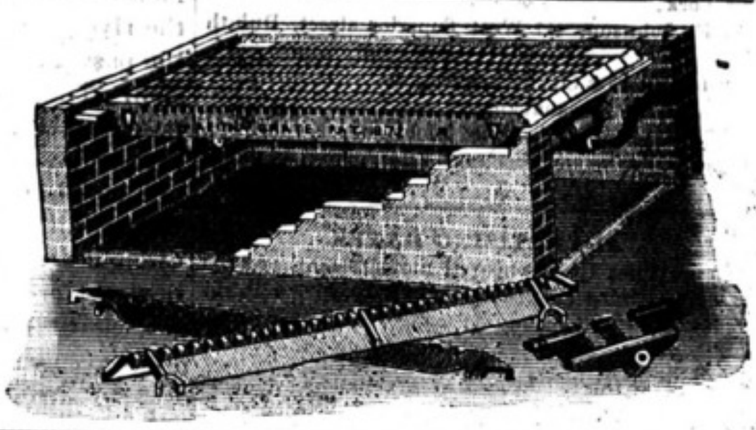

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For Sale or Exchange,
Tug Annie Robertson.
Length over all 51 3-10 feet, breadth 13 3-10 feet and depth of hold 6 feet; draws 5½ fe t of water; measures 9 24-100 (new) tons, and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter. Warranted in No. 1 condition and subject to inspection, Price, $3,800. Address
MARINE RECORD OFFICE.

FOR SALE
STEAMBARGE MILWAUKEE.
Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long. 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed. 11 miles light, and 9 1-2 loaded. Insurance valuation, $16,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

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A Fine Harbor Tug.
Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $1 700, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

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BILLS OF LADING.

Our laws regarding bills of lading are very slack at the present time and it is, therefore, a matter of congratulation that the James bill regulating these marine documents is likely to pass the National Congress. Only one thing stands in its way and that is its importance, for it seems as if a maritime act of any kind produced upon the average legislator a violent attack of somnolence with varying effects, according to the ponderance of the measure. The House committee has, however, reported, with amendments, the James bill regulating the forms of international bills of lading, and prescribing the duties of ship owners. Under its provisions vessel owners can not issue bills of lading which do not specify the exact voyages and intended ports of entry. All reasonable detentions, such as storms, errands of mercy, and the like, form excuses for deviating from the course laid out. Clauses lessening the obligations of the owners to equip, man and render the ship in every way seaworthy can not be inserted in the bill of lading, nor can they be inserted to exempt the owner from liability for negligence, fault, or failure in proper storage, custody and care. All goods and merchandise are subject to the conditions of the act, and should the agent or master refuse to issue a bill of lading conforming with its provisions, clearance shall be refused by the custom house authorities until the bill of lading is granted, and the vessel shall be liable to an action *in rem* for damages to shippers. In case of dispute as to the terms of the bill of lading conforming to the act, a clause may be inserted in it declaring that it is intended to conform to the law, and any thing it may contain contrary to it may be null and void, which shall be sufficient authority for the granting of the clearance. It will be seen that the bill is intended to do away with the great variety of bills of lading, consequent upon almost every steamship having one of its own, and make them uniform. So far there can be no harm in the act. Its other and more prominent features lie in the fact that it obliges owners to assume risks that are now imposed upon shippers. In many cases owners of vessels are now not even liable for damages or loss of freight resulting from their own negligence. Of course the wrongs in such cases should be righted, but the new act may go much further than this when it attempts to specify the shoulders which shall bear the burden of risks. The shipper and owner may at present have a full and mutual understanding on this point, and if such is the case it would not be strict justice to interfere with their contract, as the bill of lading may for the purpose be called. Compliance with a third party, the behests of the law, would certainly oblige the owner to assume the risks and give the two first parties to the contract no voice in the matter at all. Possibly this may be right, but the consequences almost sure to result would not be lost sight of. The risks that are now distributed among underwriters who insure, brokers who make advances on bills of lading, and carriers and shippers would all fall upon the carriers. That this would compel a readjustment of the rates of freight proportioned to the cost of increased liabilities seems altogether reasonable. It would also make a difference with underwriters, and, at last, the shipper would have to pay for all the advantage the new law would give him in this particular.

THE RIVER AND HARBOR BILL.

A week or two ago the committee having it in charge endeavored to call up the river and harbor bill, but Hon. Sam Randall, chairman of the committee on appropriations, antagonized it with the legislative, judicial and executive bills, which he wanted to have disposed of before the excitement of the presidential conventions began. The members of the river and harbor bill think this makes the passage of their bill impossible this session. They charge Randall with being opposed to its passage. He denies and says he is merely looking out for the best interests of his own bills. We are willing to acquit him of all animus, but the tail end of his disclaimer sounds very bad for the prospects of the river and harbor measure. The house has barely time to dispose of the regular appropriation bills. It has just lost a week by one convention, and it will hardly recover its equanimity before the next one meets. After that there can be no more legislation this summer to speak of, for Washington will hardly be habitable in July, especially under the increased heat induced by the nomination of Blaine's opponent for the presidential chair. Whenever the House does get down to work, which occurs at odd spells, much of its time is wasted in the most ridiculous manner. As an instance: it spent a day and night considering the legislative bill recently. During the proceedings an amendment, proposed as a joke, to prohibit clerks of the House committee from performing private clerical service for members of Congress, and fixing as a penalty the dismissal of the clerk and fine and imprisonment of the member violating its provisions, was adopted by a vote of 91 to 23. This prank was played in committee of the whole and the House had to undo it after rising. The same playful member offered an amendment, which was ruled out of order, to allow each member of the House a private secretary to be paid out of the contingent fund. We do not wonder that lookers on conclude that the time for adjournment will find the calendars of the House still loaded with important bills. The friends of the river and harbor bill believe it will be among those left over. But the House is an erratic body, and there is no telling what it will do.

CUSTOMS CONSOLIDATION BILL.

There seems to be something in the customs consolidation bill, now before congress, and which effects Duluth so vitally that makes it important in some quarters to have it passed in any shape. Duluth business men, though her chamber of commerce and her board of trade, have done all that in their power lies to avert the threatened danger to her port and shipping by respectfully but vigorously memorializing Congress and exposing the unjust descrimination of the measure, both generally against the Northweast and particularly against Duluth, and as the exposition has been generally circulated among members of Congress it seems probable that it has made the position of the friends of the measure in the Senate untenable. What is the result? These same Kentuckians, who, from their situation in an inland state might be supposed to know and care least about customs arrangment, have now tacked substantially the same bill onto the tail end of the legislative bill in the House in the shape of an amendment. We quote from the proceedings of the House in committee of the whole, on the legislative bill, Mr. Cox of New York in the chair:

"Mr. Thompson offered an amendment providing that from and after June 30, 1884, there shall be no more than forty-three internal revenue districts. It further authorized the president to consolidate and reorganize the customs collection districts of the United States on or before October 1, 1884, so that the same shall not exceed in number sixty-seven.

"Mr. Kasson made a strong speech upon the unwisdom of acting upon a proposition which upset the whole system of the customs service without proper consideration by the ways and means committee.

"Mr. Randell said the proposition had been substantially recommended by the secretary of the treasury. The amendment was agreed to."

This is not so bad as the Senate bill, as it leaves the matter to the descretion of the president, who, having been in the customs service himself, may be supposed to know how to locate ports of entry without entire disregard to geographical impossibillities, which gives Duluth one more chance. But, considering that the measure will be radical in its effects on the whole country and has not yet been considered, as Mr. Kasson pointed out, by the committee of ways and means, it looks suspicious and we cannot help asking why this unseemly haste gentlemen?

LAUNCH OF THE DAVID WALLACE.

The fine barge, the keel of which was laid in January at W. H. Radeliff's shipyard was launched yesterday in good shape in the presence of a large audience, and when she settled drew 5 feet 8 inches forward and 6 feet 8 inches aft. She is owned by Wallace Brothers, at. al., and will go as consort to the steambarge Robert Wallace. She is 226 feet over all 210 feet keel, 36 feet beam and 18 feet depth of hold. She has double decks of three inch white pine, a centerboard box thirty feet in length and four masts. Her main keelson, sister keelson and two ruders are 16x16 inches, floor keelsons from 14 to 10 inches, and bilge keelsons 8 inches; ceiling to lower deck six and to upper deck six inches. Her frames are 17 inches at the bridge, 15 inches at the bilge and 7 inches at the top, and her outside planking four inches in thickness. She has a round stern and is a very handsome barge. She is furnished with three capstans and windlass from the American Ship Windlass Company of Providence R. I. through their agents at this port, Messrs. Upson, Walton & Company. Her cabin is convenient and roomy and supplied with all accessories for comfort. Her cost to her owners is about $55,000 without much margin to Mr. Radcliff, her builder, considering the extra good material and workmanship that has been put into her. Captain Henry Wallace, who sailed the Thomas Gawn the past eleven years, will be her master.

We do not hesitate to say that Mr. Radcliff's reputation as a builder of staunch and servicable ships will be fully maintained by this fine barge. Among the boats Mr. Radcliff has put afloat we find the propeller Havana, built in 1873, 1041 tons, classed A2; the schooner Genoa, the same year, 730 tons, classed A2; the tug Triad in 1875, 31 tons classed A2; propeller John N. Gliddon in 1878, 1110 tons, classed A1; propeller A. Everett, in 1879, 1089 tons, classed A1; propeller R. P. Ranney in 1880, 1392 tons, classed A1*; the tug Dreadnaught in 1881, 31 tons, classed A1; the tug George R. Paige in 1882, 34 tons, and classed A1, and the propeller Robert Wallace in 1882, 1189 tons and classed A2.

PATENT RUDDER HOLDER

Charles A. Richardson, of Alpena, has invented a rudder holder and support which can not fail to come into general use when its merits for durability and excellence are known. Judging from the drawings we have seen it is both simple and inexpensive, and as applied the rudder cannot break loose, being held to the vessel even if the shoe is carried away. It consists of but few parts, namely, a bed plate fixed to the vessel and a collar fixed on the rudder post, said bedplate and collar being tongued and grooved together to insure a firm hold of the rudder to its place, and permit easy movement of the rudder in steering the vessel, whereby also the rudder post and its casing are protected from wear, and leakage around the post is prevented, and the lower bearing shoe of the rudder is or may be relieved of downward strain by the weight of the rudder. One of these holders and supports has been placed on the steamer Flora, of Grummond's line, and Captain Jones speaks very highly of it. There is also one on the tug Ralph and the steamer Golden Eagle, both of which give great satisfaction. Steamboat and vessel men who have seen it applied pronounce it a great success in every respect.

CUSTOMS officers have been notified to issue no return tickets to Chinamen bound for China by way of foreign ports, as these certificates have been misused.

[*Detroit—Continued from 1st Page.*]

Considerable quantities of oak timber are being made ready at this port for the Quebec market, thence shipped to Glasgow and Liverpool. McArthur Bros., of Toronto, are largely engaged in the enterprise and have several vessels employed.

The propeller Jay Gould, ore laden from Escanaba, arrived here disabled on Friday, some parts of her machinery giving out.

The tug Sweepstakes passed here on Sunday morning with a large raft in good order from Lake Huron, and the Mocking Bird had one also of large dimensions.

The schooner New Dominion was libelled the other day at this port for $3, seaman's wages at that. Sooner than pay poor Jack she gave bonds.

The barge Mears, of this port, a few days since stranded at Point Edwards, and after a great deal of pulling was got afloat. It seemed like a small affair and hardly worth reporting. The outcome, however, exceeded $1,000.

The life saving crew at Point au Barques picked up a quantity of lumber on the beach which had been thrown overboard from a vessel in order to prevent shipwreck.

The tug Kate Williams is doing good service at South Manitou in releasing the steambarge Monitor, sank at that place.

The S. D. Caldwell, at one time one of the finest of lake propellers, is being dismantled at Port Huron to become a tow barge. Dwight Scott, her former owner, lies at the bottom of Lake Michigan, having been lost with the entire crew of the propeller Equinox during a terrible storm in the fall of 1875, with fourteen, all told, going to the bottom. The Caldwell was built at Cleveland by Stevens & Pressley in 1862, and for a time plied to Lake Superior, Paul Pilky, master.

Five million feet of lumber passed this port to-day within five hours, three million feet being in one tow.

The schooner L. S. Hammond was the first vessel at Tolodo to unfurl the Blaine and Logan banner to the breeze on Sunday.

It is much to be regretted that our lake seamen should be denied the privileges of a lubber on shore. This was practically illustrated a night or two since at this port. A vessel had shipped a crew at going wages, no inquiries being made as to whether they were republicans or democrats, Baptists or any other denomination, union or non-union. Yet they were compelled, after going on board, to leave the vessel at midnight, simply because they did not belong to the league that is causing more or less bloodshed and fights at intervals in various ports. It has been generally supposed that this was a free country and each citizen privileged to exercise his own discretion as to how he shall manage his own affairs.

The steamer Oregon, a few days ago, bound up, passing through Point au Pelee Passage, discovered the body of a man floating with head partially above water, and accordingly reported the same at this port. Now it would seem that if the Captain had been on the lookout for the remains of a relative or friend he would have stopped and picked it up. But as such was not the case his humanity did not extend in that direction.

Charters continue down to hard pan and rates are ruling as follows: Lumber from French river to Amherstburg, $1.75; cedar posts from St. Joseph Island to Detroit, 5c each; ties from same point to Sarnia, 9c each; lumber, Oscoda to Detroit, $1.50; dry lumber, Detour to Detroit, $1.50 on rail; cord wood, Rogers City to Detroit, on p. t., say $2.

The steambarge Energy, built at Wallaceburg the past winter, capsized in Lake St. Clair last night, about five miles above the lightship, and lies sunk with a portion of her mast out of water. She was laden with hickory wood and had in tow two barges, both of which lost their deck loads. No lives lost.

A heavy northeast gale set in on Monday noon, and extends throughout the lake region. Of course the usual routine of casualties on the lakes may be looked for.

The announcement came last evening that the propeller California, laden with corn, had struck a reef one mile north of Sand Beach, Lake Huron, and was faring badly. The tug W. A. Moore was sent to her relief, with two steam pumps, but as there is a heavy sea on and the steamer

pounding badly, she will doubtless prove a total loss. The California was built at Hamilton, Ont., in 1873, of 360 tons burden, and her valuation may be placed at $25,000.

The steambarge Handy Boy, sailed by Captain Robert Furton, with consort Nellie achieved and is entitled to the credit of making rapid transit between Detroit and St. Ignace and return, with cargo both ways, in the short space of five days and nine hours. This is even better than steamboat time, all things considered.

There are soon to be added to the route between Cleveland and Mackinaw two more steamers. The first, the Messenger will soon commence plying, and another will soon be supplemented, and still the cry is hard times. J. W. H.

MILWAUKEE.

Special to the Marine Record.

The machinery is being taken out of the S. D. Caldwell. She will go into the lumber trade as a towbarge.

The schooner Two Brothers arrived here on Sunday with a cargo of slabs. She was dismasted by a light breeze below Fox Point and the tug Welcome went to her relief. Two Brothers is one of the oldest vessels on the lakes, being built in 1838 by Weeks at Prescott, and is owned by Olson of this port; she is 204 tons burden and is not insured. She has been in commission forty-six years and has paid and repaid for herself a great number of times.

Notice is given by collector Hall, that the name of the tug Henry Marshall has been changed to that of Jessie Spalding. She was built at Green Bay in 1883, and is 26 26-100 net tons.

The schooner Emma C. Hutchinson, of Cleveland, and an unknown schooner, bound up, collided off Sheboygan in a fog at 1 o'clock Monday morning. The Hutchinson lost her jibboom and ran back here. The other vessel lost her main sail, mizzen rigging, and mizzen mast, but it is not known whether she sustained further damage.

The Ahnapee, loaded for this port, ran ashore during a fog at Sheboygan, North Point, on the 8th. Her crew escaped. She is on the rocks. Captain Fehrenkemp left for Sheboygan on the 10th to examine the scow Ahnapee. If she is found the tug Welcome with steam pumps will go to her. The Ahnapee hails from Milwaukee, is 118 tons burden, is classed A2, and is valued at $2,000. She was built at Ahnapee in 1867 and rebuilt and lengthened in 1876.

The City of Cleveland, which received machinery during the winter, as was originally intended, is now one of the finest steamships on the lakes. She discharged a monster cargo of coal at this port and cleared on the 9th for Escanaba.

A survey was held on the barge Mears, which was ashore on Point Edward on her trip up. The damages amount to about $1,000.

The repairs on the schooner Emma C. Hutchinson, in collision with an unknown vessel running before the wind, have been completed at Wolf & Davidson's. She required a new jibboom. Had the Hutchinson been struck square on by the other vessel she would doubtless have been sunk. The other, a black fore-and-after, lost her mainsail and mizzenmast and it is feared suffered other damage. She has not been heard from.

The steamer John A. Dix, of this port, which left here some weeks ago to engage in the excursion business out of Chicago, has abandoned the Chicago excursion business, and is now running between Chicago and St. Joseph, Mich., leaving Chicago in the morning, and returning leaving St. Joseph in the evening. She was unable to procure a suitable dock at Chicago.

The common council did not confirm the appointment of Captain Campbell as harbor master. There were fifteen votes for confirming him, and fifteen against, nine aldermen being absent from the board. Captain Humphrey holds over until his successor is confirmed.

Captain John Sullivan is now running the tug Starke Brothers at night in place of captain Larry Riordan, who resigned on account of ill-health. Captain John Drscoll is now on the tug Dexter. C. B.

PORT COLBORNE.

The schooner Prussia, bound down, and some vessels bound up were delayed in the canal in consequence of the low water in the aqueduct, caused by the easterly winds.

BUFFALO.

Special to the Marine Record.

There is no change in coal freights. Rates continue firm with good demand for tonnage for Lake Michigan ports. Coal charters were quite numerous. Engagements comprised steamers Monteagle and Avon for Chicago at 80 cents; schooner Saveland and barges G. H. Wand, S. Clement and Chicago Board of Trade for Milwaukee at 80 cents; steamer Belle Cross for Kenosha at 90 cents; barge Little Jake for Racine at 90 cents; propellers Nahant and Egyptian to Duluth at 85 cents; propeller John Pridgeon, jr., to South Chicago at 80 cents; propellers City of Rome, John B. Lyon and consorts, Hutchinson and Masten, to Chicago at 80 cents; schooner Consuella and barges Hale, Church, Keating, and Burlington to Sandusky at 40 cents; barge Worthington to Detroit at 25 cents.

Rodgers & Brown received a dispatch saying that the schooner Maria Martin, coal laden for Racine, had her canvas blown away on Lake Michigan, and was obliged to run up to Chicago. It is surmised by some that she is the unknown schooner in collision with the Emma C. Hutchinson, as her loss of canvas, etc., tallies with that found by Captain Hutchinson. The Maria Martin was discovered by the lookout off Chicago harbor in a dilapidated condition, and Captain Groh was dispatched with the tug Union to take her into port. She is not leaking. She will be towed to Racine. The Maria Martin was built at Cleveland by Quayle & Martin in 1866, is 568 new tons burden, classed A2, and is owned by the Davidson estate, Buffalo; valued at $15,000, and is insured for $12,500.

The new steamer Monteagle has been given temporary papers by the customs authorities. Her gross measuremement is 1,273.17 tons, net 1,034.62 tons. She will take on a cargo of coal for Chicago. She is 230 feet long, 35 feet beam and 20 feet hold, with a double deck and three spars. She has a Trout fore-and-aft compound engine, 26 and 40 by 42 inches, and two of Riter's steel boilers, each measuring 16 by 8 feet. The Monteagle is expected to be a large carrier for her dimensions. She was built by R. Mills & Co. She is owned by M. J. Cummings, of Oswego, and Captain Patrick Griffin, who will sail her. Her complete cost is $95,000. After delivering her coal cargo at Chicago she will enter the trade between that port and Ogdensburg, towing the schooners White Star, Blazing Star, and Mystic Star. H.

GREEN BAY.

The new steambarge Philetus Sawyer, by Hagan & English, was launched on the 10th inst. She is strongly built, is 157 feet keel, 31½ feet depth of hold amidships, planked outside with 3½ inch oak, ceiled inside with 5 inch oak, edge and bolted. She will have one spar; her power will be two engines, each 18 inch cylinder, with 20 inch stroke, and is expected to be ready July 1. The schooner A. J. Rogers cleared for Cleveland, light to load ore at Escanaba.

SAND BEACH.

The propeller California with 19,000 bushels of corn went ashore two miles north of this harbor early Monday morning. The passengers and crew were saved. The propeller was scuttled to prevent pounding in a heavy northeast gale. She left Chicago on the 6th inst. in command of Captain J. V. Powell.

Later—The California must have been badly damaged by the tremendous sea from the northeast which ran all night. The extent could not be ascertained, but an examination with the glass shows her gangways stove in and her bulwarks gone. The life saving crew succeeded in reaching her at noon, and will not return before night. She is insured in the Western Assurance Company, of Toronto, for $25,000, and her cargo of 23,000 bushels of corn by Chicago parties.

OSWEGO.

Repairs are being pushed on the tug Sumner on Goble & Macfarlane's drydock.

Captain Thomas Reardon of Buffalo is superintending the repairs on the George C. Finney on Mitchell & Gallagher's drydock. He has bought the schooner for $2300.

TOLEDO.

The revenue cutter Fessenden, Captain Samuel Warner, has been lying here since Saturday.

The tug Syracuse, recently burned, is to be rebuilt.

DULUTH.

Special to the Marine Record.

June 9—Captain J. J. Hibbard has got his new ferry boat so far advanced that he expects to have her running in about ten days.

On the 4th instant the body of L. Erickson, another of the victims of the Mary Martini disaster, was found floating near Little & Simond's mill. The body was taken in charge by the coroner. It was identified by papers on his person and a check for $8.

In a communication to the Duluth Tribune of the 5th instant, Mr. Owen Ferguson, grain merchant, denies a recently made statement of Captain McManus, of the schooner Groton, that there has been unnecessary delay in loading grain from elevator B at Duluth. Mr. Ferguson claims that it is unsafe for prudent shippers to load during heavy, driving rains accompanied with fog, and that for the twenty-four hours during which the Groton waited 2 63-100 inches of rain fell at Duluth, and that she was loaded within a half hour after the rain ceased, and that the rest of the time she was compelled to wait was owing to causes independent entirely of the elements or the elevators. In proof, to the contrary, of greater than usual expedition at Duluth, Mr. F. cites the fact that the David Dows received 71,253 bushels of wheat in three hours and forty-five minutes, or at the rate of 20,000 bushels an hour.

James Bently, manager of the Sarnia Line, was in Duluth most of last week conferring with the local agent, Mr. Hurdon, and the St. Paul & Duluth railroad officials as to the measures necessary to be taken for moving the great quantities of flour now here, consigned to them for the Grand Trunk. The steamers City of Duluth and Wallula have been chartered for the down trip and they are exerting themselves to the utmost to get the required tonnage. There are some 250 cars of flour on the side tracks beside full warehouses now waiting to be moved.

Captain McDougall is circulating a petition among marine men for the placing of range lines at the entrance to the harbor.

Two Port Arthur boats, the Morrison and the Foster, are in port for repairs. The Morrison, formerly owned at Duluth, is having new boilers, steel arches put into her, and is beside undergoing a general overhauling. She is now owned by Smith and Mitchell, of Port Arthur. B.

BAYFIELD.

The Bayfield Press says this harbor can accommodate the entire marine of all the lakes and have room to spare, and claims the daily arrival of two to four large lake boats.

C. L. Judd of Ashland has purchased the Emma Maria. She will be employed in carrying stone between Bass Island and Ashland.

PORT HURON.

The propeller Japan arrived down, and and reports that the steambarge Cormorant went through her cylinder top and bottom off Point au Pines, Lake Superior, last Friday morning.

All craft bound up on the 9th and 10th inst. were compelled to stop here.

The propeller Wocoken received orders to tow the disabled steamer Cormorant to Marquette for repairs.

The tug Moore passed up with a full wrecking outfit for the propeller California, ashore at Sand Beach. The tug Balize will assist her.

KINGSTON.

Mr. C. F. Gildersleeve and Captains John and Thomas Donnelly will carry on wrecking operations on Lake Ontario and the river, whether the wrecking company ceases to exist or not.

The ferry steamer Prince Edward was burned to the water's edge in her slip at Belleville on the 2d inst. In order to save the mill property her lines were cut and she was allowed to float in the harbor until the fire was almost extinguished when she was towed in and beached.

The schooner Monitor, a vessel of thirty-five tons, was advertised to be sold recently at Montreal by order of a mortgagee. When the hour arrived for the sale a number of persons had gathered to look at the craft, but they didn't at least until several hours later. The Monitor had disappeared during the night, and a big boat was sent down the river after her, overtaking her some distance away. Captain McKay, her commander, and part owner, it appears, did not relish the idea of losing his little craft, and seized the golden opportunity offered by darkness to sail her away. This is something for the owners of American craft to think about.

The Clarence has been sold by F. Folger to D. Briggs, of Simcoe Island, for $85.

Breck & Booth have chartered the Grantham to bring timber from Frankford to Collinsby at $75 per thousand. This is a good charter.

While the steambarge Enterprise was coming through the canal her discharge pipe burst, allowing the water to get into her cargo. It is thought that she will have 2,000 or 3,000 bushels damaged,

FRANKFORT.

Special to the Marine Record

June 9—A crew of men are engaged in building the superstructure or crib at the end of South Harbor pier. Harbormaster Collier is seeing that the job is being well done.

Mr. Vorce, the new lightkeeper of Pierhead light, has everthing shining as bright as a silver dollar, and things look ship shape. The light was in a terribly dilapidated condition when he took charge.

An old, unused oil house at the pier caught fire from the sparks of a passing steamer and was destroyed last week.

A party of United States lighthouse repairers are expected soon to rebuild the walk, carried away by the ice last winter, and move the pierhead light to the outer end as soon as the superstructure is completed. At present the lighthouse stands back 200 feet from the end.

Vesselmen complain of very dull times on Lake Michigan. C. B.

EAST TAWAS.

A heavy northeast gale prevailed here on the 9th. A large steambarge, either the Schoolcraft or Manistique, was making the harbor at dark. The Chappel lost a jib in the squall. The scow Greenback, loaded with posts, left here for Bay City last Sunday evening, and is reported capsized in Saginaw Bay, the crew clinging to the bottom of the scow.

MANITOWOC.

It is rumored that captain Charles Gneuwich of the Canfield Tug Line, who was in the city last week will close a contract with Rand & Burger for a large tug to take the place of the burned Caroline Williams. The new tug is to be 95 feet over all, 19 feet beam and 10 feet depth of hold, with an engine 24x26. She will be used by the company for wrecking and towing.

SAUGATUCK.

The tug Protection is off the beach, after resting peacefully in the east shore sand since last November. Her rescue was accomplished by Captain Downer, the marine diver, and Johnson, carpenter of the V. O. T. fleet of tugs, without other assistance than a small steam pump and a small force of men. The news of the rescue was telegraphed to Captain J. L. Higgie, president of the association, and he at once ordered that she be towed to Chicago Thursday by the small steambarge R. Douglass. The Protection will be put in drydock at Chicago and will be thoroughly rebuilt before she is again commissioned. The Protection's engine and boiler are undergoing extensive repairs, and will be placed back in the boat. The circumstances of the Protection going ashore are well known to all marine men, but inasmuch as she is the only remaining object of a trio of fatal disasters, it may be of interest to recount the event. She left Chicago November 10, last to tow the schooner Arab from Saugatuck to Milwaukee, and while en route to the latter point was overtaken by the terrible northwest gale of November 12. The Arab foundered, and Captain Williams, Kelley, an old tugman, lost his life. The Protection became disabled by getting a line in her wheel and was drifting with the gale when she was picked up by the steambarge H. C. Akeley. Captain Stretch, of the latter craft, took the disabled tug in tow and not realizing the danger of the undertaking, headed his craft directly for the South Manitou Island, instead of going for the west shore. The gale increased in fury, the Akeley became disabled, and the tug, with her crew of twenty-two persons, was cast adrift. The Akeley foundered, carrying down Captain Stretch and five of his crew, while the Protection was driven on the east shore at Saugatuck.

The owners of Lewis' Wharf, Boston, are putting up this week a set of the Winter Patent Wharf Drops from the American Ship Windlass Co., of same size as those put recently on Foster's Wharf.

HENRY G. VENNOR, the Canadian weather prophet, died on Sunday, the 8th inst.

HOW COLLISIONS OCCUR AT SEA.

A writer in an English journal gives a very plausible solution of the cause of so many collisions at sea. Indeed, after his statement, one wonders that there are not more collisions. It is simply wonderful that there should be so few when it is known that the orders of the pilots are so liable to be misconstrued. The writer makes the following statement:

"The story of 'port' and 'starboard' is a very curious one; and now the subject of collisions is occupying the attention of the country it will no doubt receive consideration. Forty years ago, on the introduction of steam, Sweden and Norway, in consequence of the intricacy of their navigation, were obliged to adopt the practice whereby the word of command in steering should apply to the ship's *head*, and not to the ship's *helm*. A few years after this a French man-of-war, coming out of Christiansund with a Norwegian pilot (France at that time following the present practice of England,) in consequence of a misunderstanding of the steering order went full speed upon the rocks. The French then issued an order to their navy to exercise in this matter care and discretion; and a French admiral, for some years naval attache to the French embassy in London, has stated that he never took a pilot without immediately inquiring of him how he understood the expressions of port and starboard (*babord et tribord*). Things ran on in this way for fifteen years, when in consequence of the stir which was being made in Norway and Sweden, the French issued instructions to their navy to follow the practice of Sweden and Norway; but they did not issue the order to their merchant service till four years afterward; therefore during this period their navy, in obedience to the same order, was going one way and their merchant service another. About four years ago Norway and Sweden, France and Austria issued decrees obligatory upon all their subjects, 'that the motion of the pilot's arm, the direction of the ship's head, and the word of command shall correspond.' But this is directly opposite the practice of England; and in these days of great and increasing international communication, when English ships are hourly going into foreign ports and foreign ships are coming into ours, and when, moreover, the crews of ships are made up of men of every nationality, it behooves us to consider how the matter stands in England, the greatest maritime country in the world, and in Germany, with her infant navy following in her wake.

"About ten years ago the steamship North Star, bound out to Norway, came down the river Thames; it was a November evening, just after dark, and the pilot and the captain were on the bridge and the helmsman at the stern, 150 feet apart. As she approached the Liechart, a sailing ship full of emigrants lying at anchor at the Nore about two points on her starboard bow, the pilot turned on the telegraph steering lamp, green (green means starboard), and the ship's head went to starboard, and ran into the Liechart; and because the ship's head went to the right when the pilot intended it should go to the left, he jumped to the conclusion that the captain had tampered with the telegraph lamp; so he knocked the captain down, and the captain went below and entered in the log that the pilot was drunk. At the inquiry afterward, held at Greenwich, the helmsman swore that he starboarded, but no one had the sense, in cross-examination to ask him what way he starboarded. Did he starboard the ship's head, or did he starboard the ship's helm? Similarly, in the collision between the Alberta and the Mistletoe, the quartermaster of the Alberta gave the following evidence: 'The order was given by the word of mouth, the usual custom is by motion' (the order starboard by word of mouth implying to go to the left and starboard by motion to go to the right), and no one asked him what he meant. And with regard to this steering by motion (pointing,) last June twelvemonth I went to Sheerness in a saloon steamship (I think the Princess Alice,) and I noticed that when the captain pointed (indication of the finger) the ship's head went in the same direction. On my return a week afterward, from Ramsgate, I noticed that when the captain pointed the ship's head went in a contrary direction. I expressed my great surprise at this and was told that the practice at sea and in the river was different.

"From the first the Germans have never wavered in their finding that the cause of the collision of the ironclads was a mistake in the steering order. On board the North German steamship Franconia there were two pilots, an English pilot and a French pilot. The English pilot had charge of the ship, namely, from Grimsby to the South Sand Head Light; and when he gave the order to port, according to the custom and practice of England, it implied to go to the right. When the French pilot had charge of the ship and he gives the order to port, according to the decree of the French government, it implies to go to the left. During the interval the captain had charge, when the Franconia ran into the Strathclyde in broad daylight, both vessels going the same way. In the rules applicable both to sea and river, which have been twenty-eight times printed with the votes by order of the house of commons, I use the expressions right and left; but the terms port and starboard are so thoroughly ingrained in the nautical mind that they might still be retained by law, provided they denoted right and left. And in no country can words so distinctive as these for steering orders be found, it is possible that in any contemplated revision of the law, which must be submitted to foreign countries, foreign countries might be induced to adopt them as for universal application and use, provided the great advantage of doing so were pointed out to them. But the cause of the late accident is still under consideration, and any observations with regard to the steering and sailing rules must be left till after the verdict."

THE TRANSFORMED METEOR.

Among the arrivals at this port on the 5th instant was the schooner Nelson Bloom with a cargo of 1,047 tons of ore from Escanaba. She came in as a tow of the steambarge Keystone and carried this amount of freight on a draft of thirteen feet six inches. This is her first appearance here in her present shape and this gathers special interest in view of the fact that before her transformation she was the propeller Meteor, built in 1864 by Quayle and Martin, at this port, and sailed regularly between this harbor and Duluth, and was, in her time and under that name, a well known craft on the chain of lakes, and but for a serious mishap she might still be sailing these waters as a merchandise propeller. This misfortune was no less than a fire and an explosion, which left nothing to float but her bottom. This disaster happened while she was sailed by Captain John Robinson in about the year 1872, and overtook her while on an up trip from Cleveland, and just as she was letting go her lines after a stop at Detroit. The cause of the explosion was a quantity of powder and oil, which she was carrying at the time, and which was ignited by the flames. What was left of her hull was towed out of the way at Detroit, and left until four years ago, when it was secured by Messrs. Harrow, Lozen and Baker, the last two named gentlemen of New Baltimore, Mich., and the first named of Algonac, and it was to the latter port she was towed for a rebuild and came out in her present shape, as a barge, from that port three years ago, costing her owners about $20,000, and named the Nelson Bloom from a prominent sailmaker at Detroit. Since that time she has sailed mainly between Bay City and Buffalo in the lumber and coal trade. Captain Murch, who sailed the steamer Northern Light for a few years, was also master of the old Meteor, and the master of the present vessel is Captain Gilbert Townsend, with Mr. Stephen Lyon as mate.

NEW WINDLASSES.

The schooner building at Belfast, Me., for Messrs. L. W. & P. Armstrong, of New Haven, Conn., is to have a Providence patent pump brake windlass; this firm have used the Providence windlass of different styles for many years.

The steamer building by American Ship Building Co. for Merchants and Miners Transportation Co. will have a Providence steam capstan windlass, new style; also, a Providence steam capstan aft to handle her steam lines, those on the D. H. Miller, Allegheny and Berkshire having proved themselves of great advantage in practical use.

The steam wrecking tug building by Wm. Cramp & Sons, for Messers. Spreckels, of San Francisco, Cal., is to have a Providence steam pump brake windlass, similar to the one put on the tug Georgia W. Pride, jr., of Philadelphia. This windlass on the last-named tug has proved very efficient for wrecking purposes, in pulling vessels off when aground, and when lying at anchor at the breakwater, in getting under way quickly when there is a chance to tow a vessel.

The lighthouse steamer building at Maccau, N. S., for the Canadian Government, is to have a Providence steam capstan windlass, new style, to handle the anchors and for use in settling the buoys, etc. This steamer is to replace one that was lost in going from the shipyard to be delivered to the Government. She had on an English windlass, and getting into a tight place, let go both anchors, but owing to defects in the windlass, the chains ran out, tearing off the fastnings, and went overboard—the vessel and all hands were lost. They have therefore decided to come to this country for a windless and have naturally selected the windlass so universally used here.

The last of the six scows built at Oconto during the past season by the Oconto Company for carrying lumber to Chicago, was launched last week.

It is claimed that lighthouse district No. 11 is going to be divided into two districts. It includes Lake Superior, Michigan and Huron and the rivers. It is too large for one tender. District No. 12 will probably be established this summer.

The Ozaukee, a sidewheel steamer which foundered off Ashland on the 27th of May, is well known at this port, being formerly the property of F. B. Gardner, of Little Sturgeon. She was brought to these waters from the Mississippi in the summer of 1866, and remained here until 1878, when she was sold to parties at Ashland. Since that time the steamer has been engaged in towing on Lake Superior. The disaster was caused by heavy seas which broke over her while out in the lake.—*Sturgeon Bay Advocate.*

C. E. BENHAM,
317 Detroit Street,
KEEPS IN STOCK
A Full Line of Vessel Supplies,
Lubricating and Lamp Oils of the Best Quality,
AND A GENERAL LINE OF LAMPS, CROCKERY AND TABLE CUTLERY.
OPEN DAY AND NIGHT.
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CRUMMOND'S
Mackinac Line,
For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.
Steamer ATLANTIC, Capt. D. Nicholson,
Leaves Cleveland every Friday evening at 8 o'clock.
During the warm weather and pleasure season the
Steamer Atlantic
Will extend the regular trip on to Petoskey, Harbor prings and Charlevoix.
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DAVID BARNHISEL, Agent.
DOMESTIC & STEAM COAL
Cleveland, Ohio

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 10 A M	°12 05 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°11 55 A M	°12 05 A M
No 23, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Fx via Norwalk	°6 06 P M	°6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, May 11, 1884 trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Cincinnati & Columbus Express	°7:30 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°6:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	°12 35 P M
No. 27, Galion & C.L & W. Acc	4:30 P M
	Arrive.
No. 8, Col. & Cin. & Ind. Express	°6:40 A M
No. 20, Galion & C. L. & W. Acc	9:30 A M
No 12, St. Louis & Indianapolis Express	°2:00 P M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, Columbus & Cincinnati Express	4:45 P M
No. 22, Wheeling Express	6:45 P M
No. 4, Col., Cin & N. Y. Fast Line	1:15 A M

Trains marked ° daily, all other trains daily except Sunday

E. B. THOMAS, General Manager.
O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.45 a. m.			
Arr. Valparaiso	9.37 "			
" Fort Wayne.	1.00 p. m.			
" New Haven..	1.35 "			
" West Leipsic.	3.45 "			
" Arcadia	4.44 "			
" Fostoria	4.57 "			
" Green Springs	5.44 "			
" Bellevue	6.10 "			
Lv. Bellevue	6.20 "		7.55 a. m.	
Ar. Lorain	7.50 "		9.16 "	Accom.
Arr Cleveland	9.02 "		10.22 "	
Lv. Cleveland			10.27 "	3.52 p. m
Arr Painesville			11.38 "	5:05
" Ashtabula			12 25 p. m.	6.03
" Conneaut			1.25 "	6.30 "
" Erie			2.09 "	
" Dunkirk			3.47 "	
" Buffalo			5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.			
Arr Dunkirk	11.24 "			
" Erie	1.23 p. m.			Leave
" Conneaut	2.20 "			6.15a. m.
" Ashtabula	2.51 "			6.46 "
" Painesville	3.44 "			7 43 "
" Cleveland	4.52 "			8.55 "
Lv Cleveland	4.57 "		6.47 a. m.	
Ar. Lorain	6 12 "		7.35 "	
Arr Bellevue	7.35 "		9.17 "	
Lv Bellevue			9.20 "	
" Green Springs.			9.44 "	
" Fostoria			10.22 "	
" Arcadia			10 34 "	
" West Leipsic			11.30 "	
" New Haven			1 35 p. m.	
" Fort Wayne			1 50 "	
" Valpraiso			5.55 "	
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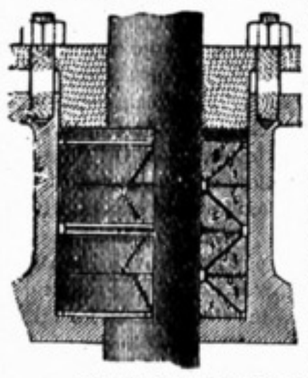

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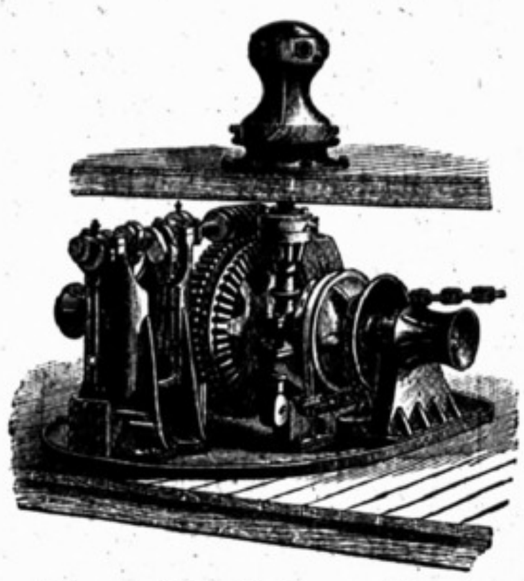

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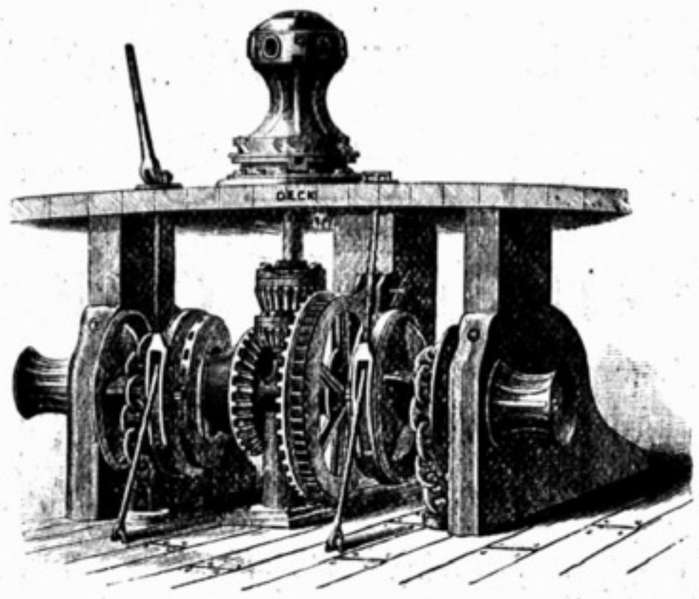

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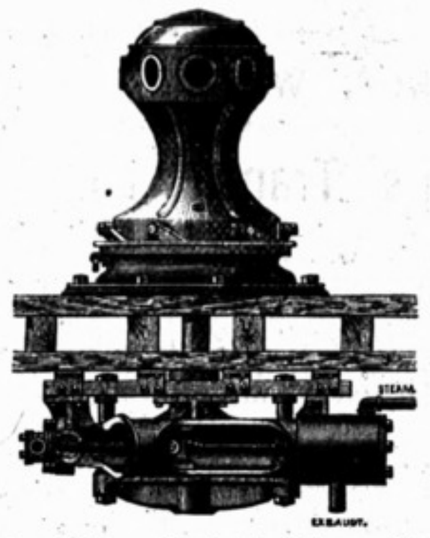

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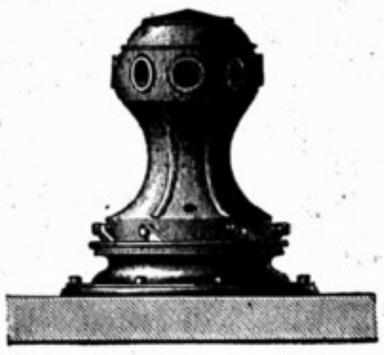

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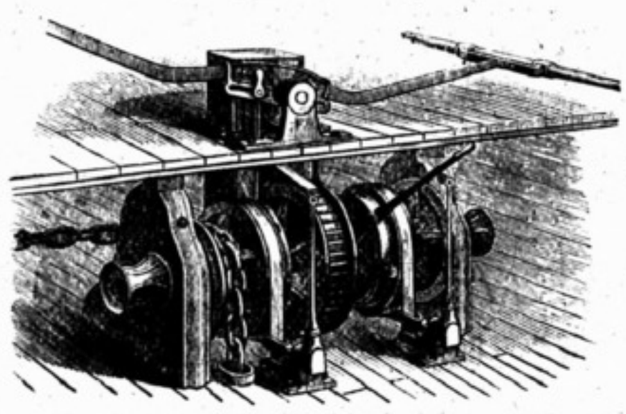

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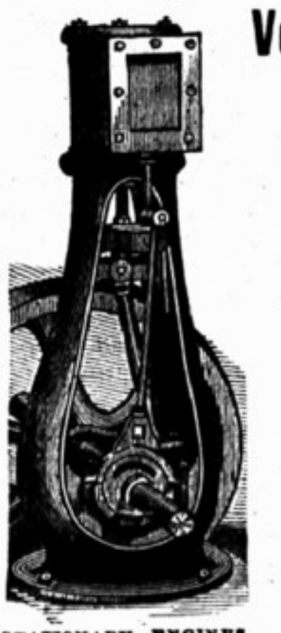

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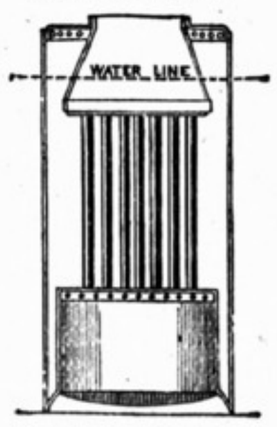

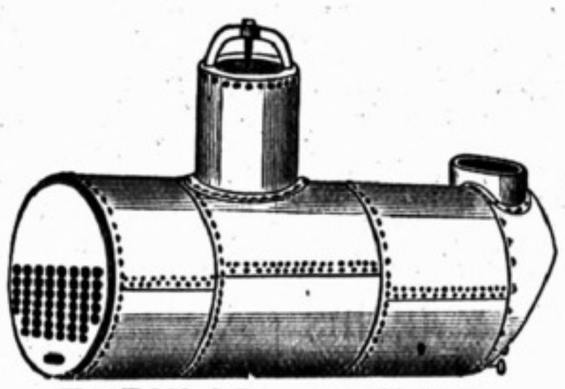

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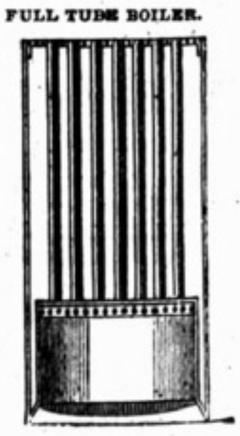

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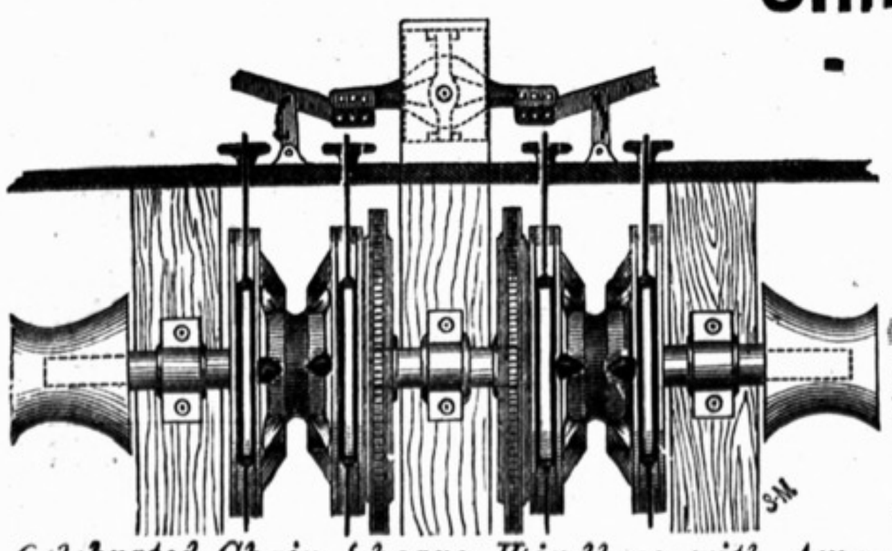

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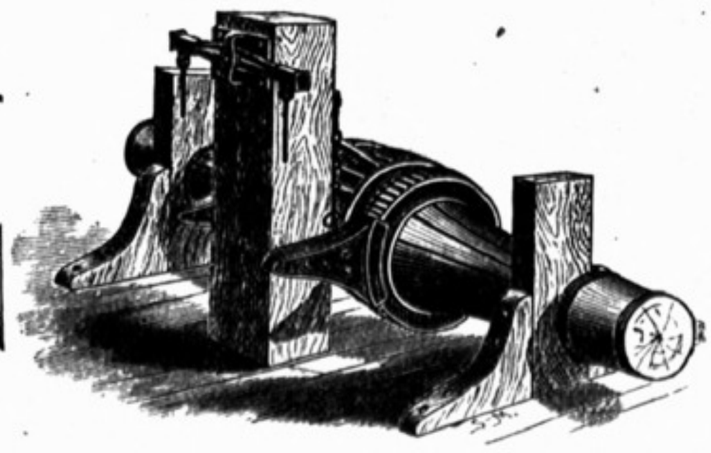
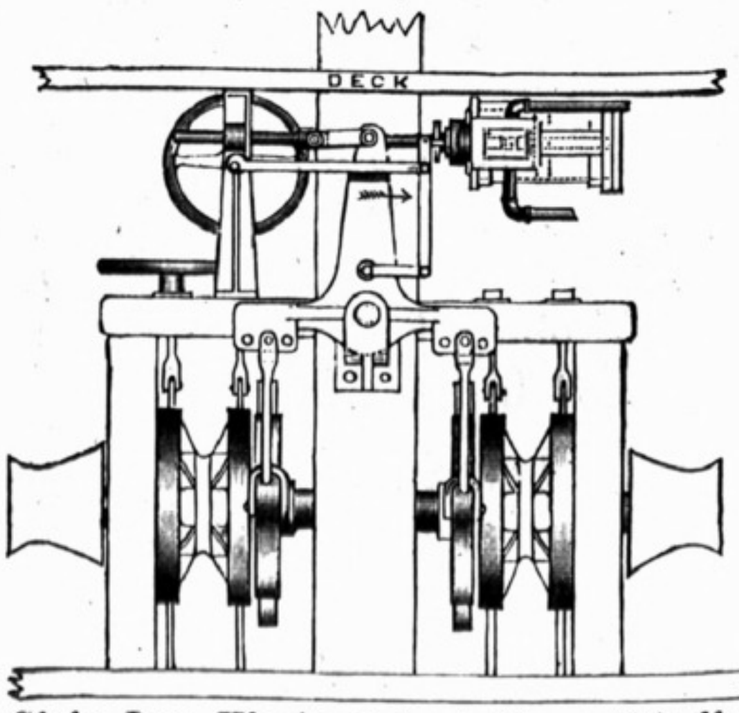


The Common Patent Windlass.



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